

Missouri Department of Transportation
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ADDENDUM 001 Request for Proposal Vegetation Control and Annual Inventory Services RFP 6-140715LK

Offerors should acknowledge receipt of Addendum 001 (ONE) by signing and including it with the original proposal. The due date for receipt of proposal **has not** changed by this Addendum. Accordingly, the following clarifications, and or additional information, are believed to be of general interest to all potential Offerors. All other terms and conditions remain unchanged and in full force.

Name and Title of Signer (Print or type)	Name and Title of Department Authority Leann Kottwitz, CPPB General Services Senior Specialist
Contractor/Offeror Signature (Signature of person authorized to sign)	Department of Transportation <i>Leann Kottwitz</i> (Authorizing Signature)
Date Signed:	Date Signed: 06/25/14

Question #1:

Are the optional inventory tasks for other counties limited to one county per each task?

Response:

Yes – The optional inventory tasks will be assigned to one county per task, with the limits on lane-miles of inventory per each county as stated in the RFP.

Question #2:

Will the additional spot-spraying areas be identified before spraying operations, so Offerors are able to perform additional spraying in conjunction with other spraying operations?



Response:

Additional spot-spraying areas will be identified and agreed upon with MoDOT following each annual inventory, with the intent that these areas may be managed in conjunction with other Offeror operations.

Question #3:

Will the units of measurement for additional spot spraying be in 0.1 acre increments?

Response:

Yes, measurement and payment of additional spot spraying will be made to the nearest 0.1 acre increment, paid for at the proposal unit price per acre for the selected Offeror.

Question #4:

Will an initial inventory for summer 2014 be required, considering the selection falls outside the RFP timeframe?

Response:

Yes, MoDOT desires an initial inventory be performed within 60 days following selection in order to gain experience and relevant information.

Question #5:

What details will MoDOT require for the inventory video (camera angles, frame dimension, splicing of both shoulders of a route, location reference, etc.)?

Response:

MoDOT requires a legible and identifiable video area be presented, including some type of location reference (GPS coordinates shown on-screen was noted specifically at the meeting, which is acceptable). Splicing of both east/west or north/south directions or both roadway shoulders on the same video log is also acceptable, provided each segment is easily identifiable.

Question #6:

Are there any restrictions on weekend work?

Response:

Yes, the Scheduling and Coordination of Offeror Work and the Work Zone Traffic Management Plan sections of the RFP note specific holidays, special events or seasonal work conflicts when no lane closures or traffic restrictions are permitted.

Question #7:

Are there any specific Disadvantaged Business Enterprise requirements in this contract?

Response:

There are specific provisions with respect to MBE/WBE, non-discrimination, and equal employment opportunity. While there are no specific contract penalties related to MBE/WBE participation, participation by these groups is encouraged.

Question #8:

Do the 0-25 ft. and 25-50 ft. inventory and treatment limits apply to mainline I70 only, or to the interchange ramps/frontage roads as well?

Response:

The wider inventory and treatment limits apply to mainline I70 only (both outer shoulder and median shoulder of both directions of travel). Ramps or frontage roads shall be inventoried/treated within the 0-25 ft. limits only. Any additional areas of treatment will be addressed by additional spot-spraying.

Question #9:

Do I understand correctly that the item C. "Additional Unit Price Treatment" is strictly for Montgomery County?

Response:

Yes, the additional unit price treatment is strictly for Montgomery County. The only activity which may take place outside Montgomery County will be optional inventory (with no treatment requirements outside Montgomery County).

Question #10:

Can I use the on-line flagger class for each of my employees who will help with traffic control? Or can I take the class myself and transfer information to my workers?

Response:

The on-line flagger class is all that is required for flagger qualification. If a contractor supervisor takes this on-line class, they may use this as a guide in conducting their own internal staff training. Please note MoDOT Standard Specifications, Section 616, requires each flagger to maintain a certification card that states they have received flagger training, in accordance with the Manual of Uniform Traffic Control Devices. The MoDOT flagger on-line class satisfies this criterion.

Note: The RFP also notes a Worksite Traffic Supervisor. This position specifically requires training and certification from a qualified instructor, as follows:
616.3.4 The contractor shall:

(a) Designate a trained person at the project level who has the primary responsibility, with sufficient authority, for implementing the traffic management plan and other safety and mobility aspects of the project. The name of that person, proof they successfully completed MoDOT's Advanced Work Zone course, ATSSA's Traffic Control Supervisor course or an approved equivalent training course, and a 24-hour contact number for that person shall be provided to the engineer at the pre-construction meeting. Re-certification will be required as dictated by the organization providing the training.

A list of acceptable providers of this training includes:

Project Level Trained Person in Traffic Management Plan and Safety & Mobility Aspects

Approved Third Party Training

ATSSA – American Traffic Safety Services Association

<http://www.atssa.com/>

Associated General Contractors of St. Louis

<http://www.agcstl.org/home>

Laborers – Employers Cooperation and Education Trust
Eastern Missouri Laborer's District Council

<http://www.laborers-highhill.org/>

Linn State Technical College

<http://www.linnstate.edu/>

Missouri-Local Technical Assistance Program

<http://moltap.org/>

Traveler's Insurance

<https://www.travelers.com/>

Ozark Technical Community College

<http://www.otc.edu/>

International Municipal Signal Association

<http://www.imsasafety.org/>

Out-of-State DOT Recognized Training (ask for DOT contact)

Question #11:

What are some typical traffic control requirements for work under this contract?

Response:

Typical Applications of traffic control for various situations are provided in the Engineering Policy Guide at the following link:

[http://epg.modot.mo.gov/index.php?title=616.23 Traffic Control for Field Operations](http://epg.modot.mo.gov/index.php?title=616.23_Traffic_Control_for_Field_Operations)

A few select examples are noted for typical MoDOT operations; however the Offeror shall remain responsible for establishing appropriate traffic controls for their specific operations.

TA-1: Work Beyond the Shoulder on Divided and Undivided Highways

TA-3: Shoulder Work on Two-Lane Highways with Edgelines

TA-3a: Shoulder Work on Two-Lane Highways without Edgelines

TA-17: Mobile Operations on Two-Lane Highways with Edgelines

TA-17b: Mobile Operations on Two-Lane Highways without Edgelines

TA-35: Mobile Operation on Divided or Multi-Lane Highways

TA-10: Lane Closure on Two-Lane Highways with Edgelines Using Flaggers

Clarification Note: The following section is changed:

Performance Measurement

The Offeror shall provide MoDOT an electronic version of each annual inventory, and MoDOT will have the right to request adjustment or clarifications of any limits inventoried, based on our field observation and comparison with the annual inventory. Any disputes which may arise from this review process shall be managed through the escalation process noted herein.

Remove the term “escalation”, and replace with “independent review”. The independent review process is noted elsewhere within the RFP.